

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest ENGLISH
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
diligence and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

VOL. XLIX. NO. 9687

廿八廿二年四十九百八十一英

HONGKONG, WEDNESDAY, FEBRUARY 28, 1894.

PRICE, \$2 PER MONTH.

ESTABLISHED FEBRUARY, 1845.

CHINA MAIL

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALBAN & CO., Clement's

Lane, Lombard Street, E. C. GORON

STREET & CO., 30, Cornhill, GORON

& GORON, Ludgate Circus, E. C. BAX-

TER, 26, Co., 37, Walbrook, GORON

SAMUEL & CO., 150 & 154, Leadenhall Street, W. M. WILKS, 151,

CAVENDISH, E. C. ROBERT V. ASH-

TON, 15, Fleet Street, GORON

PARIS AND EUROPE.—AMERIQUE, PRINCE,

36, Rue Lafayette, Paris.

NEW YORK.—Y. STEWART HARRIS, THE

CHINIAN EVANGELIST OFFICE, 62, West

2nd Street.

SAN FRANCISCO and American Ports

generally.—BEAN & BLACK, San Fran-

cisco.

AUSTRALIA, TASMANIA, AND NEW

ZEALAND.—GORON & GORON, Mc-

LAURIE and SONS.

SEYLAN.—W. M. SMITH & CO., THE

AFRO-EQUATORIAL CO., Colombo.

SINGAPORE, TRISTAN, &c.—KELLY &

WADE, LTD., Singapore.

CHINA.—MACAO, 16, Rua da Cruz, Am-

ARO, 16, Rua da Cruz, Am-

ARO & CO., LIMITED, Macao.

HEDD & CO., Macao, LIMA, CRAW-

FORD, LIMA, LIMA, CRAWFORD & CO.,

and KELLY & CO.

Banks.

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTORISED CAPITAL, £1,500,000.

SUBSCRIBED, £1,125,000.

Banks.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at

the Rate of 2% per Annum on the Daily

Balance.

ON FIXED DEPOSITS:

For 12 Months, 5%.

For 6 Months, 4%.

For 3 Months, 3%.

JOHN THURBURN,

Manager, Hongkong.

Hongkong, February 4, 1894.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

lication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking.

T. JACKSON,

Chief Manager,

Hongkong, May 15, 1893.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$4,200,000.

RESERVE LIABILITY OF

PROPRIETORS, \$10,000,000.

COURT OF DIRECTORS:

C. J. HOLLOWAY, Esq.—Chairman.

J. S. MOSEY, Esq.—Deputy Chairman.

H. M. GRAY, Esq. Hon. J. J. KESWELL,

H. HOPKINS, Esq. Julius Kramer, Esq.

CARL JANZON, Esq. A. McCONACHE, Esq.

H. H. JOSEPH, Esq. D. R. SASDON, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY

BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2

per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 3 per cent. per annum.

For 6 months 4%.

For 12 months 5%.

T. JACKSON,

Chief Manager,

Hongkong, February 15, 1894.

THE BANK OF CHINA, JAPAN,

AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £20,000,000.

CAPITAL CALLED UP, 201,093,150.

BANKERS:

CAPITAL & COUNTRY BANK, LIMITED.

Head Office:

3, PRINCE'S STREET, LONDON.

BANCHES:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed

Deposits can be ascertained on application.

Every description of Banking and Ex-

change business transacted.

OHANTREY INCHBALD,

Manager.

Hongkong, November 6, 1893.

247

THE NATIONAL BANK OF CHINA,

LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £5,000,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GUILLEN, Esq. E. STOLTEFOORT, Esq.

CHAN KEE SHAN, Esq. CHOW TUNG SHAN,

Esq.

KWAN HOI CHUEN, Esq.

Chief Manager.

GEORGE F. PLATTARD,

Branches.

LONDON, YOKOHAMA, SHANGHAI AND

ANCONA.

BANCHEZ.

THE COMMERCIAL BANK OF SCOTLAND,

PARIS, BOSTON, CO. and THE ALLIANCE

BANK (LTD.).

Interest for 12 months fixed 5%.

Hongkong, May 24, 1893.

47

CHINA MAIL OFFICE.

ESTABLISHED FEBRUARY, 1845.

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ARO & CO., LIMITED, Macao.

HEDD & CO., Macao, LIMA, CRAW-

FORD, LIMA, CRAWFORD & CO.,

and KELLY & CO.

Entertainments.

THEATRE ROYAL,
CITY HALL.
RETURN VISIT OF THE
LONDON LYRIC COMPANY.
Proprietors, E. B. HARDY & SAVILLE SMITH.
Manager, J. SAVILLE SMITH.

NEW ARTISTS! NEW PIECES!
NEW VARIETIES!!!
FIRST APPEARANCE IN HONGKONG OF
MR LYNN HARDING, MR GEORGE
MALLETT, MISS STELLA LEIGH.
RE-APPEARANCE OF
MR HENRY KITTE, MISS MARIE
BRIAN, AND ALL THE OLD FAVORITES.

Special Engagements of
MISS LILLIE H. REEVES,
MISS FRANCES VIGGIE,
MISS GLADYS ASHLEY, &c., &c.

A Short Season commencing
SATURDAY, 3rd March, 1894.
SATURDAY (with Harry Ni) SATURDAY
(cholli & W. L.)
MONDAY (Screaming) MONDAY
(Farcical Comedy) MONDAY
"A N E"

TUESDAY, 6th March, "The Guardsman"
WEDNESDAY, 7th do. "Liberty Hall".

NEW VARIETIES to follow each play.

PRICES AS USUAL.
Soldiers and Sailors in uniform Half-price
to Back Seats only.
Doors open at 8.30. Commencing at 9.
A SPECIAL TRAM will run to the
Peak after the Performance.

Box Office at Her Majesty's, KELLY & WALSH's.
EDWIN FERGUSON,
Business Manager.

Hongkong, February 26, 1894. 384

HONGKONG ATHLETIC SPORTS.

To be held on the RACE COURSE on
SATURDAY, the 10th of March, 1894,
Commencing at 1.30 p.m.

PROGRAMME.

1. 120 Yards' Flat Race (Handicap).
2. Throwing the Cricket Ball.
3. Long Jump.

4. Quarter-mile (Handicap), Soldiers,
Sailors and Police.

5. Bicycle Race, 1 mile (Scratch).
6. High Jump.

7. Ladies' Pairs, Half mile (Handicap).
8. Veterans' Race.

9. 100 Yards' (Challenge Cup).

10. Tag-of-War.

11. Hurdle Race (200 yards, 10 flights).

12. Quarter mile Flat Race.

13. Miles' Flat Race (Handicap), Soldiers,
&c.

14. Miles' Flat Race.

15. 220 Yards' (Handicap).

16. Consolation Race (200 yards).

17. Steeplechase.

18. Miles' Bicycle Race (Handicap).

Nos. 4, 5, 13, and 18 are open events.

Entry forms can be obtained after the 10th

of FEBRUARY, 1894, at the VICTORIA RE-

CREATION CLUB, QUAKER BAY ATTRACTION

CLUB, HONGKONG, DOORS, or of the under-

signed, and must be sent in not later than

February 26th, 1894.

A. DENISON,
Hon. Secretary,
H. K. A. C.

Hongkong, February 1, 1894. 236

Mails.

NORDDEUTSCHE LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIQUE PORTS;

London, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Carry can be taken on through
Bills of Lading for the principal ports.

ON MONDAY, the 5th day of March
1894, at 11 a.m., the Company's
Steamship "A FEARN", Capt. SOMERSET,
and MILLS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
NOON, on SATURDAY, the 3rd March,
Cargos and Specie will be received on
board until NOON on MONDAY, the 5th
March, and Parcels will be received at the
Agency's Office until NOON on SUNDAY,
the 4th March. Contents of Packages are
required. No Parcel Receipts will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.
Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, February 12, 1894. 301

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILING FROM HONGKONG.

(SUBJECT TO ALTERATION).

Monday..... Tuesday, 1 March 20.

Tuesday..... Tuesday, 4 April 10.

Wednesday..... Tuesday, 5 May 8.

THE Steamship "MOGUL", Captain
T. Collier, sailing at NOON on TUES-
DAY, the 26th March, will proceed
to VICTORIA B.C. and TACOMA via
INLAND SEA, KOBE, and YOKO-
HAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Contents of Invitations of Goods for United
States Points should be in quadruplicate,
and one copy must be sent forward by
the steamer to the care of the Freight Agent
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with
address marked in full by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to

DOYLE, CARLILL & CO.,
Agents.

Hongkong, February 27, 1894. 304

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILING FROM HONGKONG.

China (via Nagasaki),
Kobe, Inland Sea, and
Yokohama and
Honolulu.....

Wednesday, Mar. 7,
at daylight.

Peru (via Nagasaki),
Kobe, Inland Sea, and
Yokohama.....

Saturday, Mar. 24,
at daylight.

City of Rio de Janeiro (via
Nagasaki),
Kobe, Inland Sea, and
Yokohama.....

Thursday, April 12,
at daylight.

Peru (via Nagasaki),
Kobe, Inland Sea, and
Yokohama.....

Wednesday, Mar. 25,
at daylight.

Peru (via Nagasaki),
Kobe, Inland Sea, and
Yokohama.....

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THE CHINA MAIL.

This morning, at the Magistracy, Mr. H. E. Wodehouse—convicted a coolie of stealing \$475 in money and jewellery from a Chinese miner's wife, who was returning to Hongkong from Singapore on board the steamer *Ison*. The woman had the money and jewellery in a silk girdle, which was cut away while she was asleep on the deck. The thief was sent to prison for six months.

FARAD will witness the commencement of a Chinese procession in connection with the Manco Temple in Hollywood Road, which has just undergone reconstruction. The procession promises to be a grand affair, likely to be a thing of joy to the Chinese community. There will be no less than three dragons, with the usual gong, gaudy apparel, and other paraphernalia. The procession will paralyze the streets during the whole of Friday and Saturday, and on Saturday night there will be a pyrotechnic display on the new Praya Reservoir. A grand stand will be erected on the Reservoir for the Government House party, who are expected to come down between 9 and 11 p.m. to see the procession, the fireworks, and a procession of illuminated sampans. About 1,000 sampans are expected to take part in the water procession, which will commence at the eastern portion of the Harbour, pass between a line defined by cargo boats, and make its way to West Point. The master is in the hands of a committee composed of leading Chinese, and the processions promise to be sufficiently novel to be worth seeing by Europeans. The procession, we understand, will parade through the streets on Sunday.

HONGKONG RACES, 1894.

The following is a list of the successful owners and riders at the recent Race Meeting (including the Off Day), but it should be mentioned that Messrs. Master, Reynell, Saseoon—and of course, Mr. Hough—did not ride on the Off Day:

OWNERS.

	First.	Second.	Third.
Mr. John Peel	6	10	1
Mr. Trebil	4	1	1
Mr. J. D. Humphreys	3	4	—
Mr. Boyd	3	2	—
Mr. Taylor	3	2	—
Mr. Buxey	3	1	3
Mr. B. Fraser Smith	—	—	—
Mr. Maggs	3	—	—
Mr. Jay	2	3	2
Mr. August	2	2	2
Mr. David	2	—	—
Mr. Mac	1	2	4
Mr. Fournier	1	—	2
Mr. Heinrich	1	—	2
Mr. Darick-Hunter	1	—	—
Mr. Multiplex	2	3	—
Mr. Quigley	1	—	—
Mr. Salop	—	1	—
Mr. Mannington	—	1	—
Mr. Macmillan	—	1	—
Mr. Ferro	—	1	—
Mr. Copenhagen	—	2	—
Mr. Elton	—	1	—
Mr. E. H. May	—	1	—
Mr. Whitedale	—	1	—

Last year, Mr. Buxey headed the list with 7 firsts, 10 seconds and 5 thirds.

CORRESPONDENCE.

A CORRECTION.

To the Editor of the "CHINA MAIL."

Hongkong, Feb. 28.

Dear Sir.—I shall be much obliged if you will correct the statement, made in your report of the Hongkong Corinthian Sailing Club race of 25.2.34, that the race was resulted on account of a protest against "The Dart."

The Dart has never been protested against, and won the 3rd Club Race quite fairly.

The race was ordered to be resailed, by the majority of those members of the Sailing Committee not interested in that race, owing to the wrong wording of the sailing instructions. The words "South of Chung Hua" were used instead of "Off Chung Hua." Your obedient servant,

J. W. WYNNE EYTON.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Honour Sir Fielding Clarke, Chief Justice.)

Tuesday, February 27.

Mr. Justice J. D. Hutchinson.

In this case, which was briefly reported yesterday, the plaintiff, G. Firth, of Vienna, through his Hongkong agents, Messrs. Saseoon and Co., applied for an injunction to J. D. Hutchinson, of Hongkong, for infringement of trade mark on the wrapped and round bundles of matches.

Mr. A. J. Leach, Q.C., instructed by Mr. E. C. Ellis, of V. H. Weston's office, appeared on behalf of the plaintiff, and Mr. J. J. Francis, Q.C., instructed by Mr. G. Evans, appeared on behalf of the defendant.

The evidence was led before the following special jury: Messrs. J. S. van Buren, W. H. G. T. Welch, M. J. Kele, D. Gillies, M. S. S. Saseoon, and T. Arnold. The question submitted to the jury was whether defendant's matches were so got up in packages labelled as to deceive a purchaser as to make him believe that he was getting the matches manufactured by the plaintiff, known as the "Old Ship" matches.

The jury returned a unanimous verdict in the affirmative, and judgment was given to the plaintiff for perpetual injunction, with costs.

THE PROPOSED BRITISH DOLLAR.

It may be of interest to look into some of the further arguments in addition to those mentioned in the recent report of the Special Committee of the Hongkong General Chamber of Commerce which can be urged in favor of the coining of a British Dollar of the same weight and fineness as the present Mexican Dollar, to circulate concurrently with that coin. They are briefly—

1. The high price at which Mexican Dollars frequently stand in comparison with their metallic value.

2. The frequent and apparently increasing scarcity of Mexican Dollars, coupled with the uncertainty as to whether an ample supply will be obtainable when required, and if so, at what premium over their intrinsic worth.

3. To make available to Hongkong a constant supply of Currency at its actual intrinsic worth.

Importing Bar Silver to be sold (i.e. exchanged) for Hongkong Currency does not add to the aggregate stock of currency available for the trade of this port.

4. It would serve as a valuable alternative form of remittance from London whenever Mexican Dollars were dear or scarce.

5. The London Silver Market is a very large one, whereas the Mexican Dollar Market has been and still is comparatively limited. Any moderate demand for the latter coin at once forces up the price of Mexican Dollars.

6. A minor reason is that a British Dollar could not be so frequently counterfeited as the present Mexican Dollar. Bad, cracked, "low touch" and inferior coins are a steady source of loss—perhaps more so in the Straits and Shanghai than in Hongkong, where very poor specimens pass by weight.

7. During the 10 years 1883-1892 there were exported from Japan 43,000,000 yen, against 32,000,000 imported. The net export of yen, 41,000,000, went chiefly to the Straits, thus reducing the demand from that quarter on the Mexican Dollar market. Should the Japanese Government decide in view of recent events to close their Mint at Oak to the coined of Silver, that would mean an extra annual demand for Mexican Dollars of about \$4,000,000. This would naturally tend to an increase in the cost of Mexican

7. The reason is that a British Dollar could not be so frequently counterfeited as the present Mexican Dollar. Bad, cracked, "low touch" and inferior coins are a steady source of loss—perhaps more so in the Straits and Shanghai than in Hongkong, where very poor specimens pass by weight.

8. The coinage of the Japanese Yen being used to a very limited extent, but in China there is a large amount of silver, forms a considerable proportion of the circulating medium. It is obvious that those that shied the Japanese stop coining Yen, or would stop the supply of Mexican coins owing to the loss of silver causing a shut-down of the mines, the consequence of which would be a great loss to the rest of the British Trade carried on in the Far East and to Merchants and Banks engaged therein would be nothing short of disastrous. It will thus be seen that the question of the proposed British Dollar is not merely an abstract idea of merely theoretical importance, to be left to the few who interest themselves in such matters, but at any moment it may become a question of urgent public importance, and the sooner the commercial men in the Straits and Hongkong realize this the better.

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I am, yours faithfully,

T. E. SANSON.

Hongkong, 28th February, 1894.

P. S.—As the exigencies of space do not permit of the Table referred to above being given in full, it has been found necessary to omit the columns giving the price of bar silver in London, and the intrinsic metallic value of Mexican Dollars. The complete Table can be seen on application to the writer.

T. E. S.

Table showing the actual price of Bar Silver per standard ounce, and Mexican Dollars per ounce, during the year 1893, the metallic value of Mexican Dollars per ounce, and their cheapness or dearness as compared with their intrinsic worth—the cost of coining excluded.

T. E. S.

During the week ending 21st July last a considerable amount of Mexican Dollars were purchased in London for the Hongkong market at 5 per cent. above their metallic value, while during three succeeding weeks they were not obtainable at that fair price. This extra cost is not borne by the importing Banks as middlemen, but by the "Trade of the Colony," upon which it is an indirect tax paid to an American Republic. On many other dates it will be observed that either there was no quotation of Mexicans or it was "nominal," "market bare," "none offering" and Mexicans on a parity.

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Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MASSILLE, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 7th March, 1894, at Noon, the Company's S.S. *NAGHAILLEN*, Commandant CHAVAILLES, with MAIIS, PASSENGERS, EQUIPPE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 6th March, 1894. (Parcels will not be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, February 21, 1894. 363

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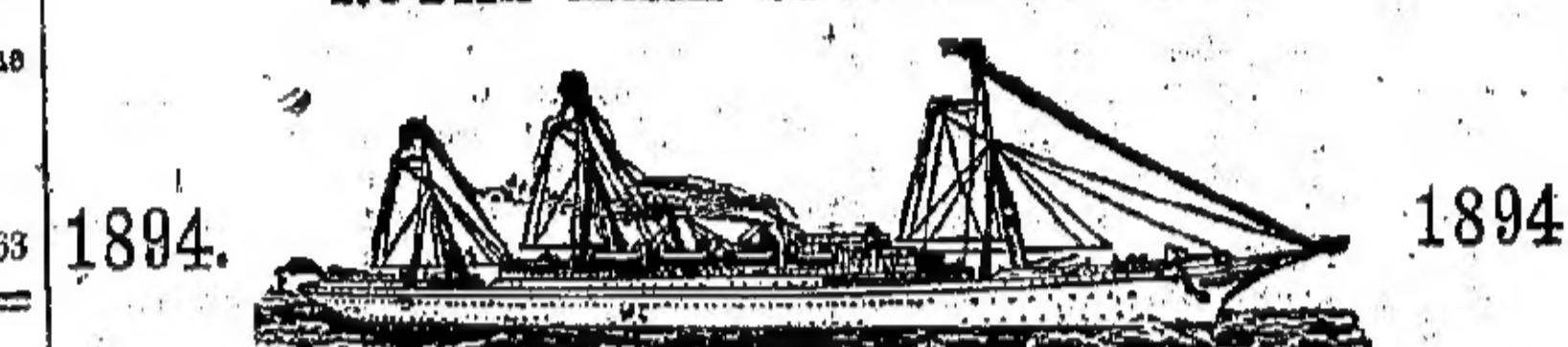
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STEAMERS.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to the Kowloon Wharf.

6. From P. & O. Co.'s Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Island to North Point.

10. Kowloon Wharf.

11. Jardine's Wharf.

12. From Kowloon Wharf to the Naval Yard.

13. From Naval Yard to the Gas Works.

14. From Gas Works to Jardine's Wharf.

15. From Jardine's Wharf to the Harbour Master's Office.

16. From Harbour Master's Office to the P. & O. Co.'s Office.

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